

Beatty Museum and Historical Society News

VOL. 3

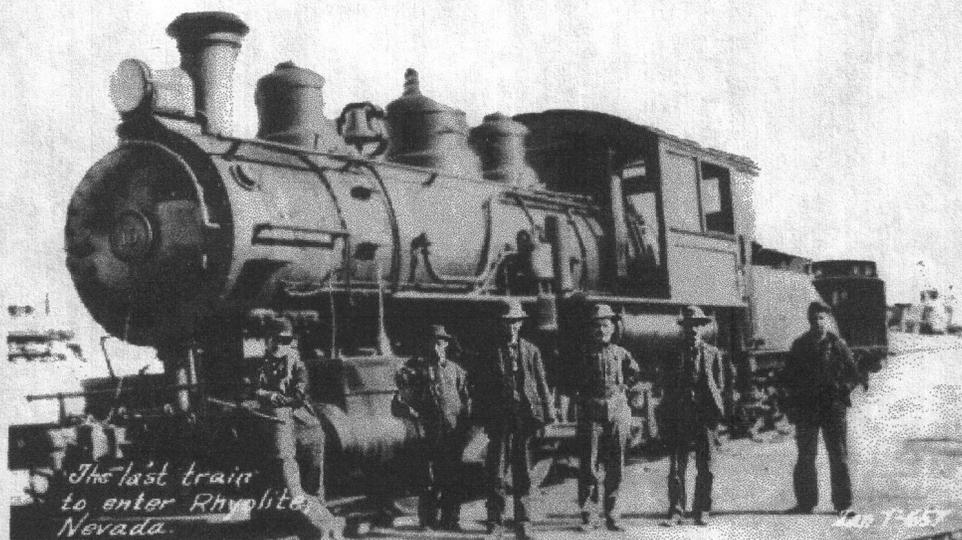
NO. 3



MAY - JUNE

1997

Preserving the History of the Bullfrog Mining District



In case you missed the October 1906 celebration of the arrival of the first railroad in Beatty, Nevada, now you have another chance. Come join in the celebration of all three railroads as "The Beatty Museum and Historical Society" is proud to present.....

"BEATTY RAILROAD DAYS"

June 7th & 8th

(Details Inside)

A Message from the President Claudia Reidhead

Hi Folks: Now that the Rhyolite Festival is behind us, we can concentrate on Railroad Days. I feel that a round of appreciation should go to all of our local members who gave their time and talents to assist The Friends of Rhyolite. They participated in the parade, the fashion show, were in costume at Rhyolite and served in various capacities. I will not list them all as it would take up too much space, just know that each of them is truly appreciated. We know it's spring again, as Clint & Ellen have left Rhyolite and headed back to Oregon. We miss them here as usual, but this year they left us Susie and Rylie and group, a welcome addition to the area. They will be staying here through the summer, keeping the bottle house fence open and relating the history of the town. We need full support for Railroad Days. The current flyers that you will find in with your newsletter need to be posted in your neighborhood. This will help people learn what we have going on here and perhaps they will plan a trip here and learn what we are about. There is so much happening, that for two days it's going to be non-stop with something for everyone going on all the time. Mary Revert has accomplished the impossible. With assistance from the rest of us, she has worked long hard hours and spent hours on the phone and mailed out stacks of information to vendors and car clubs and to anyone asking for information. Please come see the GOLD exhibit that will be on display at the museum during Railroad Days. It will only be on display during those two days. First and last chance to see it. Don't pass up the model train display at the Community Center. This is a wonderful exhibit of scale model trains for you to see. We will have a real train car from the era on display. We will have a real steam engine and car that was used in the mines. This will be near the small engine display. We will have several antique car clubs showing their cars around town. There will be vendors selling their wares and wonderful handcrafts being sold by the museum. Also two pig roasts, a street dance, an open air play, the "Almost Hole in the Wall Gang," a kangaroo court, kids games, a Native American lecture and a horse shoe pitch for those of a mind to throw things. Railroad Days has all the makings of a big success that we will want to do again next year. Hopefully you will be here for this first time event. Our special thanks goes to the Barrick Mine for the iron work on the windows of our museum

and to members Joe & Lorayne White who designed and installed them. I am asking for a few more volunteers to help us man the museum on Mondays and Tuesdays. We can't keep it open on those days without additional help. There seems to be a lot of people that want to visit on those days, especially when I have bus tours, but I can't remain there as I have to stay with the buses. So come on locals, we need your help. We sadly say good-bye to Dianne Johnson, who has been volunteering at the museum on Thursdays. She has moved to Cambria, CA. Our sympathies go out to the Thompson family whose great loss affected us all. On a brighter note, we would like to thank the Oakland Historic Society, who took the time to include our museum on their recent tour. We truly enjoyed their visit, all 70 of them. Their advice and encouragement means so much to us. We look forward to seeing them again next year. And I look forward to seeing many of you in June.



"RIBITS" from the editor....

Bullfrog Billy

Our recent visit to Beatty during the Rhyolite Festival was most enjoyable. How great to see *B.M.H.S.* join in the festivities with the Friends of Rhyolite to help make the Festival a success. Now we look forward to the Friends of Rhyolite joining us for Beatty Railroad Days. It is nothing short of a WIN-WIN situation when all of the local groups work together to make these events successful. Beatty Railroad Days is the biggest endeavor to date for *B.M.H.S.* This issue is focused on all the events for the big week-end of June 7th & 8th. Our colorful history section displays some items from my collection as well as a great story written by Claudia Reidhead. Many thanks to Claudia for another great job. Also, a big thanks to our Graphic Arts Designer, Mike Feuerstein, for his great work on the flyer page. Hopefully this issue will tempt all members and non-members alike to be here for a great fun week-end. I am truly amazed at how far this organization has advanced in such a short period of time. In addition to our growing membership, I get to see first hand, how many members volunteer their time and talents to help make every event as successful as possible. Besides asking someone you know to join our group, your kind attendance June 7th & 8th is the best way I know of to say "Thank You." Of course I'll be there to insure that no-one is serving frog legs during the festivities and lay a few good **"RIBITS"** on my favorite people, i.e. **YOU.**

Bullfrog Mining District History

by
Claudia Reidhead



Certificate courtesy of Bullfrog Billy

THE BULLFROG GOLDFIELD RAILROAD

October 1904, the GOLD RUSH to the Southern Gold Fields was just beginning. A few farsighted men started to discuss a railroad running South from Goldfield. The train from the North, the Tonopah & Goldfield, was almost into Goldfield and it looked real good for a railroad South. It seemed that there would be a need for one in the new Bullfrog Mining District as almost every day there were reports of new strikes. Mr. John Brock, president of the Tonopah Mining Company, which was building the T&G line, was chosen to head the Bullfrog-Goldfield line, which was still only on the drawing board. Eventually the Amargosa Construction Company was selected to do the actual work on the road, a company headed by Arthur Brock, John Brock's brother. Building began as soon as financing was found and in March of 1906, the Syndicate was formed of 32 Philadelphia financiers, each contributing \$25,000.00 to \$50,000.00 giving a base of \$1,000,000.00, with an overseeing committee comprised of Henry Biddle, Rudolph Ellis and W. Hinckle Smith. Building went ahead, even though Louis Teller, a minor stockholder in the T&G and Tonopah Mining Company filed suit to block the sale of stock in the B&G. This suit continued on until August 1907, when the first train rolled into Beatty. It was soon to be operated by the Tonopah & Tidewater. Later on it was managed by the Las Vegas & Tonopah for awhile, then again by the T&T, until in June of 1941 when all of the trains quit running here.

THE NOT SO GOLDEN ROADS



After the Gold strike at Bullfrog, "Borax" Smith felt the need of a railroad to haul borax from his Lila C. mine on the edge of Death Valley. He went to Senator Clark, who was working on the Salt Lake City road for the San Pedro line for tie in access for his T&T line. Having received tie in, Smith started construction on the grade. He had about 10 miles of grade laid when Clark had the access denied. Clark then put in an auto road, and purchased the already laid grade and accessories for his LV&T railroad. Meanwhile, Smith went to the Santa Fe Line and received tie in access at Ludlow, California thus beginning the race of the rails to the Bullfrog District. The LV&T, coming from the South at the Las Vegas Station, was financed by Senator William A. Clark and his brother J. Ross Clark, both wealthy financiers, with the additional backing of Richard C. Kerens, an ambassador who had amassed a fortune in railroads. With J. Ross Clark, President, Arthur McGuire, Chief Engineer, Frank Grace, Superintendent, Charles O. Whittmore, Chief Counsel and Public Relations, the road was started. Clark organized the Nevada Rapid Transit. Frank

Grace, as superintendent of the road crew of 15 teams and 22 men, began building the road. The road paralleled what would become the railroad grade. December 28, 1905, the first locomotive LV&T #1 arrived at the railhead in the tent camp of Las Vegas. Jan 4, 1906, they began spiking down on the grade that Smith had built, using the rails Smith had sold to Clark when access had been denied him. The first scheduled run of the LV&T that arrived in Beatty, on October 22, 1906, was cause for celebration. In fact the celebration was so huge that six weeks later, the arrival in Rhyolite was soft pedaled. Meanwhile, the T&T had been building North from Ludlow, California, arriving in Beatty almost a year behind the LV&T and six months behind the B&G, which had arrived in Beatty April 25, 1907. The T&T was approached to manage the B&G shortly after its arrival, thus giving a rail line that ran all the way to Los Angeles, giving fact to the name Tonopah & Tidewater. (Granted, there was the change of lines at Ludlow, to the AT&SF rails) The panic of 1907 and the slow

(Continued next page)

BEATTY MUSEUM & HISTORICAL SOCIETY MINUTES

FEBRUARY 1997 - Minutes read and approved. Treasury report-Expenses \$306.15/Deposit \$214.00/Balance \$4186.09. Museum report-January-168.5 volunteer hours/102 visitors-February-170.0 volunteer hours/173 visitors. Ten new members since opening museum.

Approved the advertising account of \$100.00 mainly for newspaper advertising. We have a \$700.00 grant for out of state advertising.

Read letter from Karl Jordaens.

Railroad Days Report - 2-3 car clubs coming-we have permission to use the High School Track-Seven vendors confirmed-Railroad display in Community Center (Las Vegas RR Club)-Craft tables-Faxes sent for the raffles-heard from Hard Rock Cafe-Pioneer Wagons and Tepees across from the Post Office-EMT's will sell water and "Gator Aid" on Sat. & Sun. in front of the bank-Parade judges were selected (TV personalities from 3 different stations). Business members in costume. Local involvement includes: The Bar-Pig Roast Friday 6-10/Sour Dough-BBQ Saturday/Box Social/Play Saturday/Street Dance (live band) Saturday. Peggy will approach the High School in regards to the Box Social. Vonnie will talk to the High School for the band in the parade. Need to call about the mining display and mine tours for Saturday and Sunday. Mr. Bruton will work out the details for the "Jail" fund raiser. Reminded people about Rhyolite Festival Week-end.

Marie Nelay Property: Would donate land and water access if we would build a museum. We agreed that it would be a good location. Stressed the need for us to pursue. Jeff motioned that we get all actions in writing before any decisions are made. Seconded by Jane.

Motion to adjourn by Peggy and seconded by Jane.

MARCH 1997 - Minutes read and approved. Treasury report-Deposits \$964.65/Balance \$5150.74. Museum report-March-214.0 volunteer hours/368 visitors/First quarter-552.5 volunteer hours-642 visitors.

Railroad Days Report - Announcers stand will be in front of the bank-Mr. Koerner will be Parade Grand Marshall-Five car clubs will be here and will use football field-Covered wagon group here-Vonnie will call Borax Company-Vendors will be by Death Valley Information Center, Marie Nelay property and by the Community Center-Peggy wrote to community calendars, pursued free radio spots and paid newspapers-Mary sent out about 200 letters for support and information to vendors-Mary will print out more flyers and the week-end time frame-Discussed items to sell during Railroad Days and have prices for next meeting-Andy is planning the order of the parade line up-Claudia, Mary and Vonnie will meet with Jane to discuss the ribbons and trophies for the week-end.

Extra Meetings: April 14, April 28, May 19 and June 2, motioned by Vonnie, seconded by Jane and approved by all.

Motion to adjourn at 8:20 p.m.

DONATIONS AND CONTRIBUTIONS

Beatty Club, Beatty, Nevada - Borax Smith Exhibit.

Jim Gould, Beatty, Nevada - Carved stonewood cactus, Tonopah & Tidewater Railroad spikes and books.

Martin Kenney, Encinitas, California - \$5.00 and (2) 8 ½ x 11 reproductions of letterheads with datelines of Rhyolite, Nevada and Greenwater, California "Western Federation of Miners."

Bob & Mary Revert, Beatty, Nevada - Arrowheads, anvil and antique wash machine.

John Slenter, San Jose, California - 8 x 10 print of "Rhyolite Bottling Works" stationary.

COMING EVENTS

MAY 11th - Beatty Lions Club presents "Mothers Day Breakfast" in the park

MAY 17th - "Super Rod Show"

MAY Date TBA - Burro Inn presents "Horseshoe Pitch"

MEMORIAL DAY WEEK-END - "Rally of the Valley" poker run to benefit Beatty Ambulance Service

JUNE 7th & 8th - Beatty Museum and Historical Society proudly presents "Beatty Railroad Days."

JULY 4th - Beatty Volunteer Fireman's "4th of July Celebration" in the park

AUGUST 16th - Beatty Museum and Historical Society proudly presents "3rd Annual Picnic in the Park"

"Please call the Beatty Chamber of Commerce for further details on these and other exciting events"

ASK A FRIEND TO JOIN *BMHS*

HAPPY BIRTHDAY TO!

Martin Kenney, May 2nd

Robin McMullen, May 7th

Larry Gray, May 12th

Zettia Miller, May 22nd

John Hardin, June 6th

Ralph Lisle, June 17th

Sharon Boehringer, June 28th

Joseph White, May 5th

John Boehringer, May 8th

Leon Abrams, May 20th

Claudia Reidhead, May 30th

Richard McCutchan, June 6th

John Slenter, June 20th

Sharon McCormick, June 29th

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